POSTSCRIPT.

Dec. 4, 9 o'clock A. M. The bark Harmony has just arrived from Ochotsk Sea, and reports the loss of the wh ship Natchez, Capt. Bellows, of New Bedford, in Potter's Bay, Ochotsk Sea, on the 7th Oct., while lying at anchor-she had on board 1300 bbls. whale and 60 bbls. sperm; ship and cargo total loss-officers and crew had barely time to clear the ship before she sunk. Capt. Bellows has arrived in port on board the Harmony.

COMMERCIAL.

THURSDAY, DEC. 4, 1856. During the past thirty days, since the departure of the last mail for the Coast, trade has been brisk, with considerable inquiry for island produce for supplying the whale fleet in port. There has been no accumulation of produce. The only merchant vessel arrived is the brig Escape with an assorted cargo from Sydney. The entire cargo was offered at auction on Friday by M. C. Monsarrat, and the prices obtained were fair. Since our last issue, we learn that the amount of specie received by the Frances Palmer from San Francisco was about \$72,000.

A sale of specie at auction took place last Thursday, which caused some excitement in the money market. The amount sold was \$21,000 and realized a premium of about 51 per cent. The sale had the effect of lowering the rate of exchange to about

We quote the following prices at present ruling for Staples. PLOUR-Stock not equal to demand. Hawaiian holds firm at \$11; very little foreign in market; 1000 fbs at auction on 29th, realized \$13.

COFFEE-Sales at 121c for green; 14c for old. SUGAR-Auction sales 5 c @ 6 c; agents prices 6c @ 9c,

according to quality. MOLASSES-Sales at 35c.

PROVISIONS-70 bbls Eastern mess beef sold at \$21 50 none in the market; last sale at \$25. RICE-Sales at 4c for Manila No. 1; China No. 1 held at 7c

SOAP-Sales at 4c @ 7c. OIL-480 bbls sold at 52c. LUMBER-Stock large-small demand. The lumber ex Post

sold on private terms, not far from cost and charges. SALT-Hawaiian \$1 50 @ \$1 75 per bbl. WOOD-Am. oak \$10; Hawaiian \$14 to 16 per cord. EXCHANGE - Rates nominal, 4 to 6 per cent.

FREIGHTS-For San Francisco considerable competition just now, and rates reduced below the usual figure. We quote \$4 @ \$7 per ton. For oil 6c @ 7c per gallon and primage. Very little offering for U. S.

OUR SAN FRANCISCO CORRESPONDENCE. SAN FRANCISCO Oct. 28th, 1856.

Dear Sir, -Since the sailing of the Frances Palmer, we are without further advices from your port. The Fanny Major is heurly expected. The French elipper bark Tourney sails tomorrow for Hongkong, touching at Honolulu to land the mail from New York of Oct. 20th. The ship Raduga, Capt. Green, at Boston, was to sail Oct. 25th, and the Minnita, Capt. Beanslow, had sailed from Liverpool, both for your port. The following clipper ships from Eastern domestic ports have arrived, and remains still overdue. experienced very severe weather off Cape Horn

119 days from New York. Archer, Neptune's Car, B. F. Hoxie, Western Continent, 177 " " Boston. Borodino, 148 " " Black Prince, John Truck, 141 " " Philadelphia By the arrival of the whale ship Charles Carroll, of this port.

off a seven months' cruise, with over 800 bbls polar oil, and 12,000 lbs bone, we learn of the loss of the brig Tarquina, of Honolulu, wrecked on Shantar Island, cargo and crew all saved. Many vessels had lost anchors and chains. The Chas. Carroll spoke thirty vessels, whose average catch was rising 800 bbls. From China, we have dates to Sept. 2d per Meteor, 62 days from Hong Kong, where things remain about in statu quo, Freights to New York \$8 per ton, and fifteen clippers waiting freight. As she brings no large amount of Rice to her consignee

for sale, the usual report of a "total destruction of the enfire

rice crop" was omitted. Vive la Humbug. Via Callao, we have Melbourne dates to August 15th, by which we learn of the arrival of the Red Jacket in 82 days from Liverpool. She once made this run in 67 days—the best ever made. We hear of considerable distress at Puenta Arena, 'The market was quite bare of desirable goods, and sales of next year's coffee had been made at \$7 to \$7 50. General Walker was waging vigorous war upon Costa Rica, and had lately received a number of finely mounted brass field-pieces, and a large shipment of Sharp's rifles, both of which were of essential

service in the late battle. Commodore Cornelius Vanderbilt is pushing the Tehuantepec route rapidly forward to completion, and intends starting this line permanently about Feb. next, when three distinct means of steam communication will exist between New York and this. We PORT OF LAHAINA, MAUI learn that 56 miles of the 90 miles of crossing is already completed. All Californians hope for a reduction in the present rates of passage. Shipments of specie continue heavy, and our money market somewhat tight. Bankers are not so ready to discount and lenders require ample security on loans. Several failures have followed closely upon each other, which has tended to place people on their guard. Five failures the past four weeks have liabilities, exceeding in the aggregate \$500,000. The assets in most cases, small and visionary. The present rains, it is hoped

will bring a good supply of dust from the mountains. Our fall trade has been more uniform than formerly, but the aggregate is believed to be in excess of last year's transactions. In merchandise our prices remain much the same, excepting a few speculative articles. Our present quotations are as follows,

BUTTER-Stock very heavy, sales at from 29c @ 33c. During the last ten days 12,500 packages have been added to our stock. LARD-Sales in tins 24te; also, 100 cases to arrive per Intrepid, now 120 days out, at 26c ₩ th BACON-Extra clear sold at 221c; sales of ham at 15c &

PORK-Clear \$38 @ \$38 50; halves at \$20; mess \$35 @ CANDLES-Stock increasing and prices giving way; stock in

transitu heavy; sales of adamantine from 29c @ 31c; inferior

CHEROOTS-In bond, 200 M sold at \$13 60 No. 2's; also, GUNNY BAGS .- Heavy sales at 14c, since which 16c has been SUGAR-Crushed 15tc; loaf 14tc; China No. 1 9c; New

SYRUP-East Boston, 200 kegs sold at \$1 \$ gallon. PULU-Stock too heavy; lot per Vaquero sold at 10c cash. RICE-China No 1 61 @ 61c; Carolina 81c. OIL-Whale, the catch of the Alice Frazer sold at 81c; for a part of the Carroll's 75cts has been offered and refused. The Emeline of San Francisco has arrived adding 400 bbls to our

stock; sperm no sale—the lot per A. Frazer is being shipped to SPIRITS TURPENTINE-Price nominal and fluctuating between \$1 40 @ \$2. Speculators are trying to control the mar-

My next will probably be by the B. F. Hoxie en route for China, or the Vaquero for Australia. Referring to printed prices current herewith for general shipping news. I remain your most ob't sev't.,

LATEST DATES, received at this Office.

San Francisco Panama, N. G. New York, - London -	-:	Oct. 30	Paris Hongkong Sydney, N. S. W. Tahiti	Oct. 1 Aug. 23 July 30 July 10
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Ships Mails.

For San Francisco, per Frances Palmer, Dec. 6. For Lahaina, per Kamoi, to-day. For HILO, per Manuokawai, Saturday, For KAUAI, per Excel, to-day.

PORT OF HONOLULU, H. I.

ARRIVALS. (For full reports of Whalers arrived, see Shipping List on

4th page.) Nov. 27-Chilean bg Escape, Gasso, 25 ds fm Tahiti. 27-Am sh Crystal Palace, Simmons, fm Lahaina, loaded with oil, sailed 20th for New Bedford. 28-Haw. sch Favorite, fm Lahaina and Kahului.

day to cruise wh, 17,000 bone. The E. F. Mason comes to los oil for the United States. 29-Am wh sh Gen. Williams, Miller. fm Lahaina. 29-Am wh sh Robin Hood, McGinley, from Ochotsk, 700

28-Fr sh Salamandre, Chandleur, fin Lahaina, sailed san

20-Bk Canton Packet touched-off this port from Hilo, and sailed same day for New Bedford. 29-Am wh bk Prudent, Hamilton, 11 mos. out, 800 whale, 14,000 bone. 30-Am wh sh Montepelier, Macomber, 500 wh, 7000 bone.

wh, 10,000 lbs bone

Dec. 1-Haw, sch Kamehameha IV, Gulick, fm Kauai. 1-Fr bk Tournay, Moreau, 12 ds fm San Francisco, with U. S. maii—sailed same day for China. 1—Am wh sh Outario, Tooker, fm Lahaina. 3-Haw, seh Excel, Antonio, from Kauai, with 27 h

DEPARTURES.

Nov. 28-Am wh sh Electra, Brown, for New London 29-Sch Favorite, for Lahaina 1- " Sally, Fontaine, for Kauai. 2-Am wh sh George & Mary, Walker, for New London.

3-Sch Manuokawai, Beckley, from Hilo.

MEMORANDA.

Ship Three Brothers, on her passage from the Ochotsk Sea, lost a Portugese named Jose overboard, during a gale of wind. Also, a native of this Island died at Shantar Bay. Ship Jirch Swift was run into by ship Junior at Labaina while coming to an anchor, carrying away bowsprit and star-

Ship Warren lost foremast, jib and flying jib-boom, main topgallant mast, boat, and bulwarks stove during a gale of wind in Ochotsk Sea; repairing.

Ship Pacific, N. B., lost anchor and cable, and sprung forevard during a gale of wind at Shantar Bay. Ship Maria Theresa, slightly stove in the ice in the Ochotsk

Ship Barnstable lost a man named Edward W. Willis, a native of Morristown, N. J., taken down by a whale on the 14th of June, 1856. Also, died off Cape Horn, Alfred P. Phillips, of Ship Charles Phelps, lost an anchor. Also, died, two natives

Ship Janus lost a man by falling from mast-head. Bark Endeavor lost three boats during the season, one of which was taken by six of the crew off Japan. Bark Black Eagle, Edwards, during a south easter in June, beating off from Trinity Islands, sprung foremast, mainmast, main topsail yard. Also, during a squall on 10th August in Kamschatka Sea, S.E., from St. Paul's Island 100 miles, sprung fore and fore topsail yard, and main topmast, same time carrying away fore topmast backstays; ship at commencement being under double-reefed topsails, also shipped a sea, carrying forward davit and 14 feet feet of rail. Damages estimated to be between \$3000 and \$4000. Ship Iris, of Havre, lost 2 men, natives of Oahu-one by sickness, the other was was washed overboard during a gale of wind. Bark Prudent slightly stove in the ice in the Ochotsk. Ship Abraham Barker lost two natives of this island by sick-

Ship Arab lost a man on the 15th Dec. by falling from main topgallant yard and striking on the rail, killed him instantly. John Wells slightly damaged in the ice-repaired. Rebecca Sims lost topgallant mast.

VESSELS IN PORT.-DEC. 3. H. B. M. Ship Havannah, Harvey. H. I. M.'s corvettte Embuscade, Gizolme. Am clipper sh John Gilpin, Ring, loading oil and bone for U.S. Br. bk Cynthia, for freight or charter. Am. clipper ship Pampero, Coggins, loading oil. Am. sh Gladiator, Whitfield, loading oil. Am bk Merrimac, Rice, Am bg L. P. Foster, Moore, soon for San Francisco. Bremen sh Post, Wiegard, Chilean brig Escape, Gasso.

| Ships, E. F. Mason, Jernegan hips Alice Mandell, Dennis. Gen. Williams, Miller. Ocean, Norton. Robin Hood, McGinley. Montpelier, Macomber. Montreal, Gray. Arab, Grinnell. Ontario, Tooker. Gustav, Gillis. Syren Queen, Phillips John Wells, Besse. Black Eagle, E-iwards Montauk, French. Adeline Gibbs, Pomeroy. Bark George. Pacific, Snell. Prudent, Hamilton. Omega, Sanborn. Endeavor, Horsley. Janus, Winslow. Delta, Dubay. Delaware, Allen. Thos Nye, Smith. Brig Victoria, Corsen. Abram Barker, Barker. Phenix, Williams. Hawaii, Cook. Agate, Homan. Chas Phelps, Layton. Wm. Badger, Braley. Fr. sh Pallas, Couppey. Alice, Penny, Oscar, Cross. Phillip 1st, Sisson. Barks, Vernon, Gardner. Roman 2nd, Blackmer. United States, Holmes Waverly, West. Black Warrior, Tibbett. Eugene, Pendleten. Marengo, Skinner. Ships, Lewis, Nye. California, Manchester. Warren, Wilcox. Corinthian, Russell. Chan. Price, Holcomb. Barnstable, Fisher. Seine, Landre. Omega, Sanborn. St. George, Dias. Sheffield, Green. Rebecca Sims, Gavitt. Hoogly, Cole. Ship, Maria Theresa, Davis. Republic, Savre. Arnolda, Sarvent. Pocahontas, Butler. South Boston, Randolph. Splendid, Smith.

Total-63 whalers. Consters in Port.

Sch John Dunlap, Candage. Kamoi, Chadwick. Excel, Antonio.

" Manuokawai, Beckly. Movements of Coasters.

IF The weather has been so unfavorable for two weeks, tha the arrival and departure of coasters is very uncertain.

DIED

Ship Ontario, Tooker, lost overboard March 1st, in a gale of wind, while scudding under close reefed main topsail, Jacintho PAVAO, a native of Fayal. Also, Aug. 22d, John Bull, a native of Sandwich Islands. Sept. 2d, WM. SHACKFORD, a native of

Bark Black Eagle, Aug. 15th Joseffi Hidalgo, a native Chili of consumption; aged 30 years. On board bark Endeavor, Sept. 6, 1856, Henry Clanton, about 28 years old, a native of West India Islands. Cyrcs Ste-VENS and HENRY STEVENS of Shoreham, Vt. belonging to same Sept. 1855, on board ship Brunswick by the falling of a chain; about 28 years of age.

ARRIVALS.

Nov. 17-Am wh sh Roman, Devoll, 800 wh, 12,000 bone, from 19-Am wh sh Moctezuma, Tinker, 1,100 wh, 14,000 bone, from Japan. 19-Am wh sh Junior, Andrews, 450 wh, 5000 bone, from 21-Am wh sh Metacom, Woodbridge, 700 wh, 8000 bone,

24-Am wh sh Olympia, Ryan, 1250 wh, 16,000 bone, from 29-Am wh sh Euphrates, Kilmer, 1400 wh, 18,000 bone, from Ochotsk. Dec. 1-Am wh sh Lydia, Leonard, 30 sp, 100 wh, fm Ochotek.

DEPARTURES.

Nov. 18-Washington, Holly, cruise and home. 18-Wm. C. Nye, Soule, for New Zealand. 19-Wm. Thompson, White, to cruise and home. 22-Cor. Howland, Luce, to cruise 22-Salamandre, Chandleur, to cruise. 25-American, Jernigan, for home. 26-Crystal Palace, Simmons, for New Bedford. 26—General Scott, Clough, to cruise. 26-Majestic, Percival, to cruise and home. 27-Omega, Hawes, to cruise.

PLACES OF WORSHIP.

SEAMEN'S BETHEL-Rev. S. C Damon Chaplain-King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 71 P. M. Seats free. Sabbath School after ORT STREET CHURCH-Services at present in the Court

House, up stairs-Rev. J. D. Strong, Pastor. Preaching on Sundays at 11 A. M. and 71 P. M. Seats free. Sabbath School meets at 10 A. M. IETHODIST CHURCH—Nuuanu avenue, corner of Tutui street—Rev. Wm. S. Turner, Pastor. Preaching every Sunday at 11 A. M. and 7½ P. M. Seats free. Sabbath School meets at 10 A. M. ING'S CHAPEL-King street, above the Palace-Rev. E. W.

Clark Pastor. Pulpit supplied at present by Rev. Messrs. Armstrong and Bishop. Services, in Hawaiian every Sunday at 91 A. M. and 3 P. M. ATHOLIC CHURCH-Fort street, near Beretania-under the harge of Rt. Rev. Bishop Maigret, assisted by Abbe Modeste. Services every Sunday at 10 A. M. and 2 P. M. SMITH'S CHURCH-Beretania street, near Nauanu street-Rev. Lowell Smith Pastor. Services, in Hawaiian, every Sunday at 10 A. M. and 21 P. M.

PLACES OF AMUSEMENT.

ROYAL HAWAIIAN THEATER-Corner of Hotel and Alakea streets-Messrs. Graves & Wilder Managers. Performance, every night in each week. streets-(Messrs. Rowe and Smith, Proprietors.) Performances every evening.

VESSEL SUPPOSED TO BE LOST .- Capt. M'Ginley, of the whaleship Robin Hood, picked up, about Nov. 1st, in N. Lat. 45, Long. 180, a ship's rail, which he brought into port, and on inquiry finds that it does Inspector of Customs at this port, that the whale ship not belong to any vessel that is here. Capt. Miller of the ship Gen. Willliams, also saw, in about the same latitude and longitude, a main mast "head," but as the sea was rough, could not secure it. The "head" or "cap" of a lower mast is a part of a vessel not 29-Am whish E. F. Mason, Jernigan, fin Lahaina, 1150 likely to be lost, except after serious damage. Fears are entertained here that the whaling bark Italy of Greenport mayhave met some disaster, as she left the re-shipped at Aspinwall, and entered at any port in Kodiac some three months ago for this port, but has the United States on the same terms as if taken round not been heard of since. She had about 700 bbls of the Cape. No transfers at sea, however, are allowed. oil this season.

NUKAHIVA, Marquesas Islands, ? Oct. 1, 1856.

Sir,-You have probably seen in Honolulu many of the whale ships which called at this place in the Spring for wood and recruits. For some months we have had only the Walter Scott from Edgartown, Capt. Collins, seven months from the United States on a sperm cruise, which remained here from the 17th to 30th of July. You probably heard also of the loss of the Pantheon, Capt. Hazzard, a sperm whaler, saved. This event took place on the 21st of March,

After a very long absence from home, I am about to leave this place, but I will make good recommendation to my successor for the blanks you sent for the whalers and merchant ships touching at this place. M. JOUAY, Lieutenant

Imperial Navy, Marquesas Group. To H. M. Whitney, &c.

SPECIAL BUSINESS NOTICE.

Persons desirous of mailing papers, can procure them at our counter neatly done up in wrappers, five copies for 50 cents, or

twelve copies for a dollar. TERMS .- Six Dollars per annum. Single Copies 121 cents each.

Lahaina, Maui -L. L. TORBERT, Esq. Makawao, E. Maui Capt. J. WORTH. Hilo, Hawaii Capt. JAS. A. LAW. Kawaihae, Hawaii THOS. H. PARIS, Esq. Kona, Hawaii -Dr. J. W. SMITH. Koloa, Kanar L. P. FISHER, Esq., Mer. Ex. B. LINDSEY, Ed. Ship List. San Francisco, Cal New Bedford and U.S.

THE PACIFIC Commercial Advertiser.

THURSDAY, DECEMBER 4.

THE North Pacific still continues beyond a question to be the most profitable cruising ground known, and at least three-fifths of all the vessels engaged in the whale fishery annually visit it. The remaining twofifths of the fleet are scattered over the North and South Atlantic, South Pacific and Indian Oceans, each captain having usually some resort where he has generally been successful in taking whales, but where others might fail to find them. As late as the year 1800, we believe, two hundred barrels of oil was reckoned as a high average for the season's catch for vessels engaged in the whale fishery, but the cruising grounds then were mostly in the North and South Atlantic; but the average for the North Pacific fleet for the past five years is above 1000 bbls to each vessel. There can be no doubt that it is the most lucrative branch of business which is now carried on, and in a future number of our paper we shall endeavor to show that it is the safest and best business that the merchants of these islands can engage in.

The whaling season of 1856 has now nearly closed. There will probably be from fifteen to twenty arrivals of whalers yet. The season at the North has on the whole been a good one, though a great deal of ice was met, and whales were very shy, running for the ice fields at the first alarm. The captains, officers and crews, we learn from several sources, have never before worked so hard for their owners as during the past season. Those who have never witnessed them know but little of the zeal manifested by the sailors-They don't like to return to port with a small catch, rope. and the competition, where so many vessels are together, is often great. Boats crews frequently lay out all night on the border of the ice, in order to be at hand and strike the first whale that might appear in the morning, and frequently one animal is chased by several ships' boats at the same time.

We have prepared for the mail which leaves this week for the United States, as full a statement of the catchings of the fleet as can be made out up to this date. A few vessels to arrive may change the average we now give. The number of arrivals given in our list is about the same as last year at this date, but the fleet cruising in the North Pacific this year is probably forty or fifty vessels less than either of the four previous years. We give below in separate columns, the total season's catch and the total amount on board, and would remark that whale ships generally hail about ten per cent less than they actually vessel, were drowned Sept. 24, 1856, by capsizing of a boat by a whale. Also, James Bird, native of Pennsylvania, was killed have on board, which amount, it is supposed, their cargo will loose by leakage, before reaching home.

It will be seen that the average for this season thus far is 830 barrels oil and 10,000 lbs. bone to each ves-This average will probably be increased by the few vessels yet to come in. We give also in the table below the average annual catchings of the right-whale fleet for five years, or as far as our data go back :

20,857 364,520 * 280,360 3,448,300 1,190 17,247 421,585 * 337,124 5,357,737 1,244	Annual average for five years to each vessel, 1.022 bbls, oil
9013 195,255 8,337 135,708 	1856 177† 170 1855 250 221 1854 245 232 1863 252 244 1862 275 271
Total No. right Total on board. Season's Catch. Average. vessels. whalers. Sperm Whale Sperm Whale Bone Whale Bone	Year. Total No. No. r

A large quantity of the oil and bone which has entered this port this fall, leaves it in vessels "homeward bound." We cannot yet estimate correctly the amount, but it will be more than half. Some fifty or sixty whale ships are bound home and when not full, take oil on freight. While speaking of the shipment of oil and bone to the United States, we would remark ROWE'S PIONEER CIRCUS-Corner of Nuuanu and Hotel that we see that the Panama Railroad Company have made liberal offers to take oil and bone to New York from whale ships touching in at Panama at 9 ets per gallon. A late Panama Star contains the following in reference to this subject :

"We are informed by the United States Special owners in the United States have addressed a communication to the Secretary of the Treasury at Washington, desiring to know whether their oil, if shipped across this Isthmus, will be admitted into the United States on the same terms as if sent round Cape Horn, to which he has replied that he has given the Special Inspector here instructions in reference thereto, and that the oil, if landed here by the vessel to which it originally belonged, can be sent across the Isthmus, as that would give British and French vessels an opportunity of placing their oil on board American vessels, and entering it in the United States on the same terms as American vessels. The Inspector here is to tion here and reshipment at Aspinwall."

The Star remarks that there are now five hundred American whalers engaged in the Pacific; and it is calculated that one-third of these vessels will send their cargoes across the Isthmus. This calculation which was burnt off this island and was fortunate we think will be found to be premature. We have enough to run ashore in one of our bays, where the conversed with several intelligent captains, who state erew and cargo, with about 240 barrels of oil were that no inducements will lead the ships to visit Panama, unless expressly ordered to that port by their owners. It is considered an out of the way port, difficult to reach and difficult to get away from, owing to the calms prevailing in the bay and neighborhood of the coast. The loss in leakage from handling the small item. Great care has to be taken with oil, in controlled the East India business.

keeping the casks wet and when they are handled it | should be done by those who are accustomed to it. cautions persons against trusting him at auctions or usually not to ship their oil home, unless they have example. taken a large catch, or the owners are anxious to have the shipments made and realize on the cargo. very severe on Kauai, and the amount of rain that And even when shipments are made, they prefer to fell was greater than has fallen at any one time for send by whaleships rather than place their cargoes five years. Dr. Wood's mill-dam was carried away in the charge of persons who are not accustomed to by the freshet at Koloa. take care of oil. Hence this fall, fully one-half the oil shipped to the U.S. goes by whalers.

TO OUR PATRONS IN THE UNITED STATES AND EU-ROPE.—This number of the Pacific Commercial Advertiser and North Pacific Whalemen's Shipping List, is a fair sample of the sheet we shall endeavor to furnish hereafter, if our efforts are seconded by those for whose benefit we have undertaken the enterprise. We shall not be able always to present the same amount of commercial news, for during the summer season, from May to August, there is generally but very little news received here from whale ships. Still, as our journal will be specially devoted to giving ship news, all authentic marine information that reaches these islands will appear in it. Merchants in the United States may deem our terms very dear, compared with those of our New Bedford contemporary, but it should be recollected that all our materials, type, paper, ink, &c., are imported from Boston or San Francisco, at much expense, and labor demands about double the compensation here. We rely in some degree on merchants in the United States to support our enterprise, and we think our arrangements are such (with regard to the postage as well as the commercial news department of the paper) as to give satisfaction to such as may become our patrons. Masters and officers of whale ships have assured us that they will aid us in furnishing reports of all vessels that they may speak or hear from in their cruises, and have thus far assisted us very much in our undertaking. Those who may wish to subscribe for the Commercial Advertiser, can either remit bank bills or coin direct to us by mail, prepaid to San Francisco, or leave their orders with BENJ. LINDSEY, Esq., Editor of the New Bedford Shipping List. The Commercial Advertiser will be sent for one year, postage paid for \$7 50, to the United States or Eu-

us a good supply of valuable exchange papers and in the community-from Frenchmen as well as othmagazines to which the Commercial had been for- ers-leads me to infer that I am not regarded in warded. We would here thank the publishers of such | quite so dark a light as that in which you are advispapers as have consented to exchange with us, and ed I have been represented. will endeavor to see that our paper is forwarded regularly in return. It should be borne in mind however that our mail communication with San Francisco is quite irregular-and that sometimes for five weeks, as in the present instance, we are without any means of sending to San Francisco. On the other hand, we are sometimes six weeks, without any mail frow New York, and in such cases, a large number of exchanges becomes our reliance in furnishing miscellaneous and foreign news for our local subscribers.

NOTES OF THE WEEK.

We have taken considerable pains to make our Shipping List on the 4th page correct, and have during the past week sent on board each whalship in port, (of which there are some sixty or more) in order to rectify any errors in it. We think it will be

TOn our fifth page will be found a thrilling account of the loss of the steamer Niagara on Lake Michigan, and the heroic act of a female passenger

Last Friday was the Anniversary of the recognition of Hawaiian Independence. The day passed off very quietly. In the evening the palace was thrown open to residents and strangers and their Majesties were present. The arrangements for the evening were very complete, the erection of a tent for the dancing is a decided improvement on having it as formerly in the palace itself. Perhaps a little more regard to the etiquette due to representatives of foreign governments would not be amiss. We understand that some offense was taken at the careless manner in which the cards for the ball were addressed to Consuls. By-the-bye would it not reflect more credit to the government, if the cards of invitation to visitors at the palace were executed with more skill. The shabby style of the last was remarked by every-

THE WRECK OF THE NAUTICON.—The weather for the past few days has been very favorable for wrecking this vessel, an account of the loss of which we gave last week, and about all her oil (2300 barrels) excepting a few barrels stove in, has been landed safely. An auction of stores saved from her was held last week, and the prices obtained were high. It is barely possible, should the weather continue calm, that the hull which is very strong, will be got off and towed into port. The loss to the underwriters will probably not exceed three-fourths of the insurance on the vessel, and one-fourth on the cargo, or a total of about \$35,000.

We omitted to mention in our last that His Majesty the King was unanimously elected President of the Sailor's Home Society, on the 21st November, and His Honor, Chief Justice Lee, Vice President.

CONCERT.-We call attention to a Concert, which will come off next Monday evening, at the Court House, for the benefit of the Sailer's Home. It is to feited my right of repatriation by my refusal to rebe under the management of E. G. Beckwith, Esq., President of Oahu College, whose ability to conduct affairs of this kind is well known. We are not prepared to announce to programme, but from a glance at the pieces talked off, we are fully confident the Concert will be worthy of the patronage of the public. We hope there will be a full attendance.

TICKETS \$1 each, and for sale at Mr. Whitney's Book Store, Dr. Hoffmann's office, Dr. Smith's (Dentist) office, by the Trustees, and by a Committee of Ladies appointed at the late meeting of the Trus-

have been varied, and have received much commen-

dation. The bill for Tuesday night embraced a variety of novelties that were witnessed by a large audieuce, and the performances were received with much examine all the oil thus landed at Panama, brand eclat. To-night Mr. Kingsland takes his first benefit the casks, and certify, under seal, to its disembarka- in Honolulu. He deserves, and will doubtless receive, a bumper from the patrons of the drama. Rowe & Co.'s Circus.-This company has given exhibitions to crowded houses every night since they opened. Their performances, in many respects, are

entirely different from anything heretofore seen on

these Islands. Some well known old favorites are at-

tached to the company that have previously visited Honolulu. Doubtless the proprietors will have no cause to regret their visit to these Islands. To-morrow evening they give a benefit to the Sailors' Home. The East India trade of the United States, including the African and Pacific trade, employs at the present time 400 ships and 150 barks, the greater

A HINT .- An advertiser, in our columns to-day But there is another view of the case which is gen- elsewhere, unless he has got "the ready" by him. erally overlooked. Captains of whale ships prefer | There are a good many who will do well to follow his

FROM KAUAI.-We learn that the late storm was

Mrs. Penhallow, whose taste in Floriculture is only equalled by her perseverance in introducing new varieties of foreign plants, has sent us a fine Euphorbia, in bloom, which is one of the most beautiful of the species that we have ever seen. This variety of the plant, we think, has never before been raised here.

Burglary .- The store of Mr. J. Halsey, on Nuuanu street was entered on Tnesday night, and \$55 in coin together with a lot of jewelry stolen from it. The burglers were two sailors, both minors, belonging to the whaleship Warren. The money was recovered.

To the Editor of the Pacific Com. Advertiser.

I beg to advert briefly, to an article in your last issue, in which I am called on to vindicate myself against the charge of obtaining, improperly, the possession of important secrets of State, in the custody of the French Legation here; and also of being "a dangerous man, and an inveterate enemy of French-

If a defence be necessary the matter can soon be settled. I never had a word of conversation with Mr. Landais in regard to State Secrets. Whatever it concerned me to know of political affairs, was easily obtained without making a tool of him or any one else. By that kind of tacit understanding which every gentleman will comprehend, we mutually avoided all reference to national subjects upon which a difference of opinion might be supposed to exist. It is then utterly untrue that M. Landais ever in any manner, made me cognizant of matters under his own confidential keeping, or that of his principal. Such a charge, if a thing of the kind can be possible, is attrocious and it could only have originated

in the conceptions of a depraved mind. The public must judge whether I am a dangerous' man or the enemy of Frenchmen. This is a point upon which I can say nothing until specifications are EXCHANGES .- The last mail from New York brought exhibited. The kind treatment I invariably receive

> Justice to M. Perrin requires me to add that, on the day of the appearance of your last paper, he gave me voluntarily, the most direct and positive assurance, upon his honor-which no one can doubt-that he had never in any way, directly or indirectly, officially or unofficially, charged me with being a dangerous personage or hostile to Frenchmen, and that he did not now entertain, and never had entertained, any such idea. He further said, very properly no doubt, that whatever was the accusation he had made against M. Landais, it was a matter solely between himself and his government, which he could not think of divulging to any one.

> What such accusation may have been is therefore a matter of conjecture, except so far as the letters to which you refer disclose it. My only concern with it results from motives of self-respect and self-defence. If I am implicated, I can only say that it has been the result of a most perverse misapprehension of which no man of intelligence ought to be guilty.

> This vindication if you please to call it so, should have come from another quarter, but opinions are different on such matters, and I have no disposition to complain. It is, however, my opinion that he who is cited in the public press as the author of a calumnious charge, should be the first person to disclaim it through the same channel.

DAVID L. GREGO.

Legation of the United States, ? Honolulu, Dec 2, 1856.

HONOLULU, Nov. 29, 1856.

To the Editor of the P. C. Advertiser. Sin: Having read one of the letters received from Mr. Landais, in which he mentions the serious charge of treason brought against him by Mr. Perrin, the French Commissioner, I beg to make a few remarks concerning the Hon. David L. Gregg, the U. S. Commissioner, whose character is particularly impeached in the above accusation. Whatever might have been the political line of conduct of the American Representative, it is utterly false that he ever has shown himself to be an inveterate enemy of the French, for I have witnessed many instances in which that gentleman has lavished the kindest cares of hospitality on countrymen of mine who were either neglected or disdainfully treated by him that should have been their natural protector. The staunch nationality that

stamps, usually, the acts of the American Commis-

sioner is a virtue which the French residents here

would be proud to find in their own Commissioner.

No wonder then that the first is a dangerous man for

I have no doubt that it will be easy for Mr. Gregg to reduce to a falsehood, his pretended share in the crime reproached to Mr. Landais. How far Mr. Perrin's reports may be credited must be judged from his conduct towards myself, who have had the misfortune to be the first consular chancellor under his orders; for not only has he obtained my revocation by false reports against me, but has succeeded, up to this time, in preventing my legal repatriation, at the expense of the government by whose order I repaired to Honolulu, with my large family. To my repeated reclamations the Minister answered that I had forturn to France, after the notification of my dismissal, and my acceptation of public functions from the Hawaiian Government. I obtained from the latter an authentical certificate to prove the falsity of that new charge-but a last blow soon destroyed all my hope. I was reported to be in the secret employment of the Hawaiian Government from which I had received already \$2000 to betrav the interests of France. I informed at the time Mr. R. C. Wyllie of the manner

besmeared in Paris. Here I am left an exile by my government, without knowing when the hour of justice will sound for me. Seven long years have permitted the author of my sufferings to enjoy the fruits of his deed; and when R. H. THEATER.—The entertainments presented he lastly came back from completing my ruin in Paris, he said, in presence of Mr. Remy, the French naturalist, that Frick finding that he deserved no interest by himself, got many children to excite pily! Thus the prostrated victim was insulted on account of

in which the dignity of the Hawaiian Ministers was

his respectable position as father of eight children. I remain yours, &c.,

D. FRICK, LL. D. HONOLULU, Nov. 29th Mr. Editor :- I see in the Polunesian of to-day, in a price current, "corrected weekly by J. C. Spald-

ing," that flour is quoted at \$9,50 and \$10. Now does Mr. Spalding pretend to say that flour could be bought at the mill, or any where else in Honolulu, on the 29th of Nov. for \$10? If so, why did the flour damaged on board the

Nauticon sell on that very day at \$13 per 200 lbs. and California flour at that. Mr. Spalding informs us that the rates given proportion of which are owned in Boston and New-

casks in so warm a climate, would be found to be no York. Fifty years ago a few 200 tun ships and brigs in the price current, were those furnished to him by the miller.